

**Presentation to the House Transportation Committee on
VTrans' Intercity Bus Program
Friday, January 10, 2014 at 10:30am in Room 43**

In 2012, VTrans commissioned a study on the provision of and need for intercity bus service. Intercity Bus is service which operates between cities and/or provides feeder bus service into those major cities which have connectivity to the national intercity bus network. The VTrans 2012 Intercity Bus study demonstrated the reduction in Inter-City service in Vermont and projected the latent demand. The highest demand for service was identified as:

Phase One:

1. The Rt. 7 corridor from Burlington to Albany, NY
2. existing Greyhound service from White River Junction to Springfield, MA.
3. Rt. 4 corridor from Rutland to White River Junction.

Additional need was projected for service from St. Albans into Burlington and Newport into White River Junction as well as across the Rt. 9 corridor from Bennington Brattleboro with connections through New Hampshire and New York. VTrans divided these projects into 3 phases, the highest priorities as Phase One, the Newport and St. Albans as Phase Two and the Rt. 9 corridor as Phase Three. Finances, potential ridership and rollout capacity governed this decision.

The legislature approved funding in the SFY 2014 budget. On July 22, 2013 VTrans began a competitive procurement process for the purpose of awarding the three routes. This process solicited dramatic participation from providers across the state and region. Multiple extensions were requested by the bidders and granted due to the complexity of the awards. The awards were made on December 4, 2013.

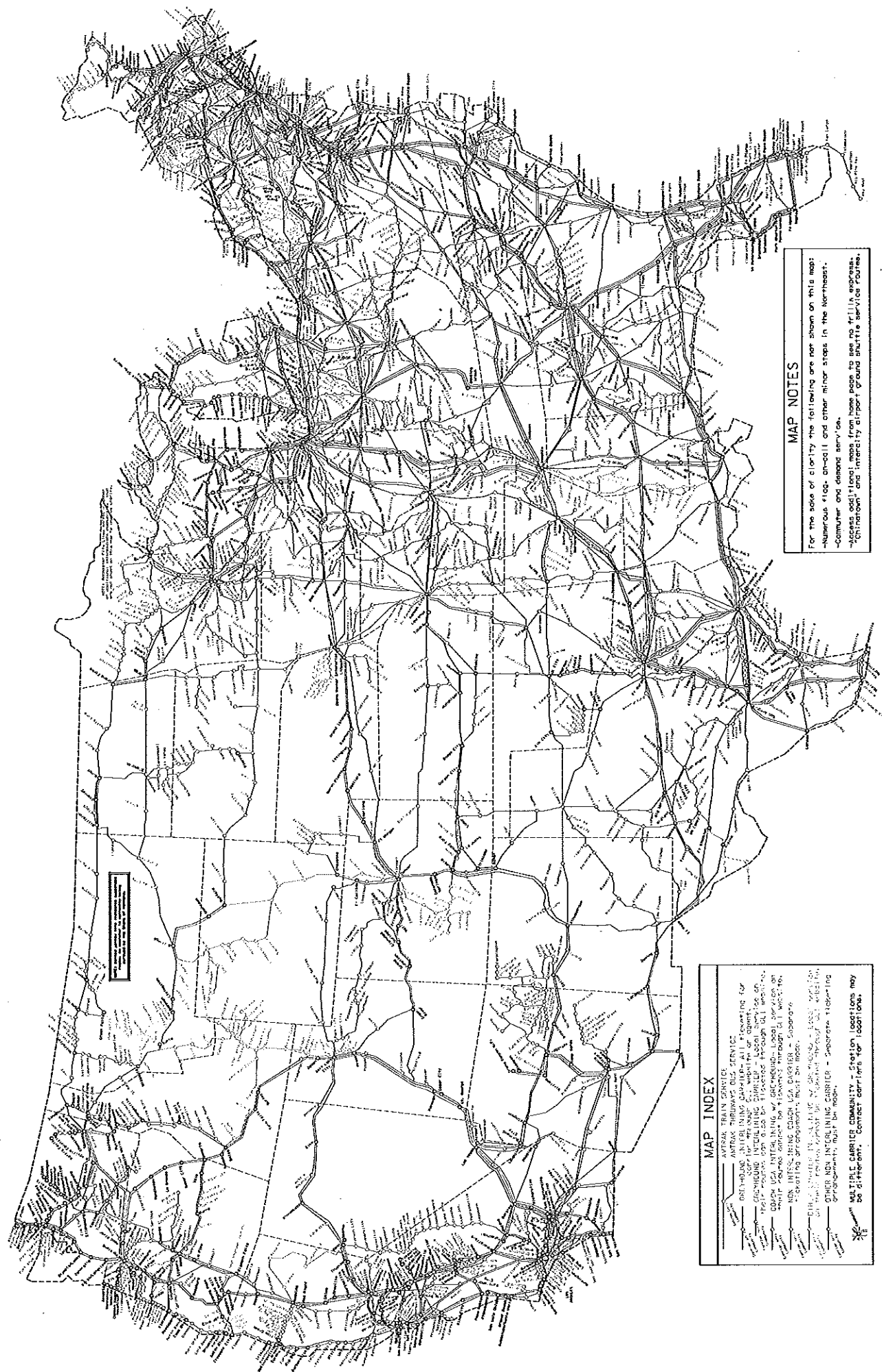
Final negotiations among Premier Coach, the State of Vermont and Greyhound were concluded this Wednesday. Changes in the schedule were required in order to implement our 'no state match option' enabling VTrans to use only federal funds on most of the routes and reduce further demand on state transportation funds. Federal regulations allow match requirements to be met by using unsubsidized miles from the connecting national system. Greyhound has been generous in documenting connecting service costs and awarding them to Vermont to use for match purposes. The remaining delays involve the necessity for Premier to enter into the national bus seat availability systems and Greyhounds ticketing system. Premier will also need their own ticketing system for those intra-Vermont runs.

The State is obligated by the FTA (Federal Transit Administration) to expend 15% of the rural program fund allocation on intercity services which ensure the state is connected into the inter-city bus network. This past year that required amount was \$516,280. The bulk of these funds will be awarded as new CMAQ eligible runs and the remainder, the WRJ to Springfield route will use previously sequestered FTA rural funds.

Extensive efforts have been made to maximize connectivity to local transit services, intercity bus services, and the airports. Train connections in Rutland will be possible on Saturdays initially. Premier has been working with the transit providers along the corridor to utilize the local hubs as much as possible so a more seamless transportation system is created. We have already been contacted by the Albany transit system offering us discounted bus passes to provide to our riders.

Our staff has been planning the marketing and outreach plans from the start of the RFP process. We are branding the new services as "City to City" to emphasize the travel options available, and ensure easy understanding of the routes. We are now creating radio and print ads in collaboration with Premier and Greyhound. A media-buy will occur, and over the next three months, starting two weeks prior to service start, the message will be disseminated within the regions and along the corridors of these routes. We are updating our Go!VT Bus Info page and will provide links to the interlining ticket purchasing service. VTrans will also be monitoring performance and plan to adjust the outreach plan if/when necessary. The intercity bus program performance will be evaluated as part of the Route Evaluation Study that VTrans conducts and presents to the legislature every year.

Startup is targeted for February 1, 2014. This is dependent upon a tested and functioning ticketing system and final contracting but things are moving fast at this point so we are cautiously optimistic. Premier has worked tirelessly to prepare in advance as much as possible so they can be ready. Greyhound has been very generous working through schedules to ensure that travelers can have the best connections and of course, award us the most in virtual match funding.



MAP INDEX

- AIRWAY TRAIN SERVICE** - Solid line
- OTHER NON-INTERLINING CARRIER** - Dashed line
- MULTIPLE CARRIER COMMUNITY** - Dotted line
- Other Non-Interlining Carrier** - Dashed line
- Multiple Carrier Community** - Dotted line

MAP NOTES

- For the sake of clarity the following are not shown on this map:
- Numerous flag, on-call and other minor stops in the Northeast.
- Commuter and express service.
- Access additional maps from home page to see no-trail express, "Chinatown" and intensity airport ground shuttle service routes.

Figure 2-1: Existing Intercity Bus Service in Vermont

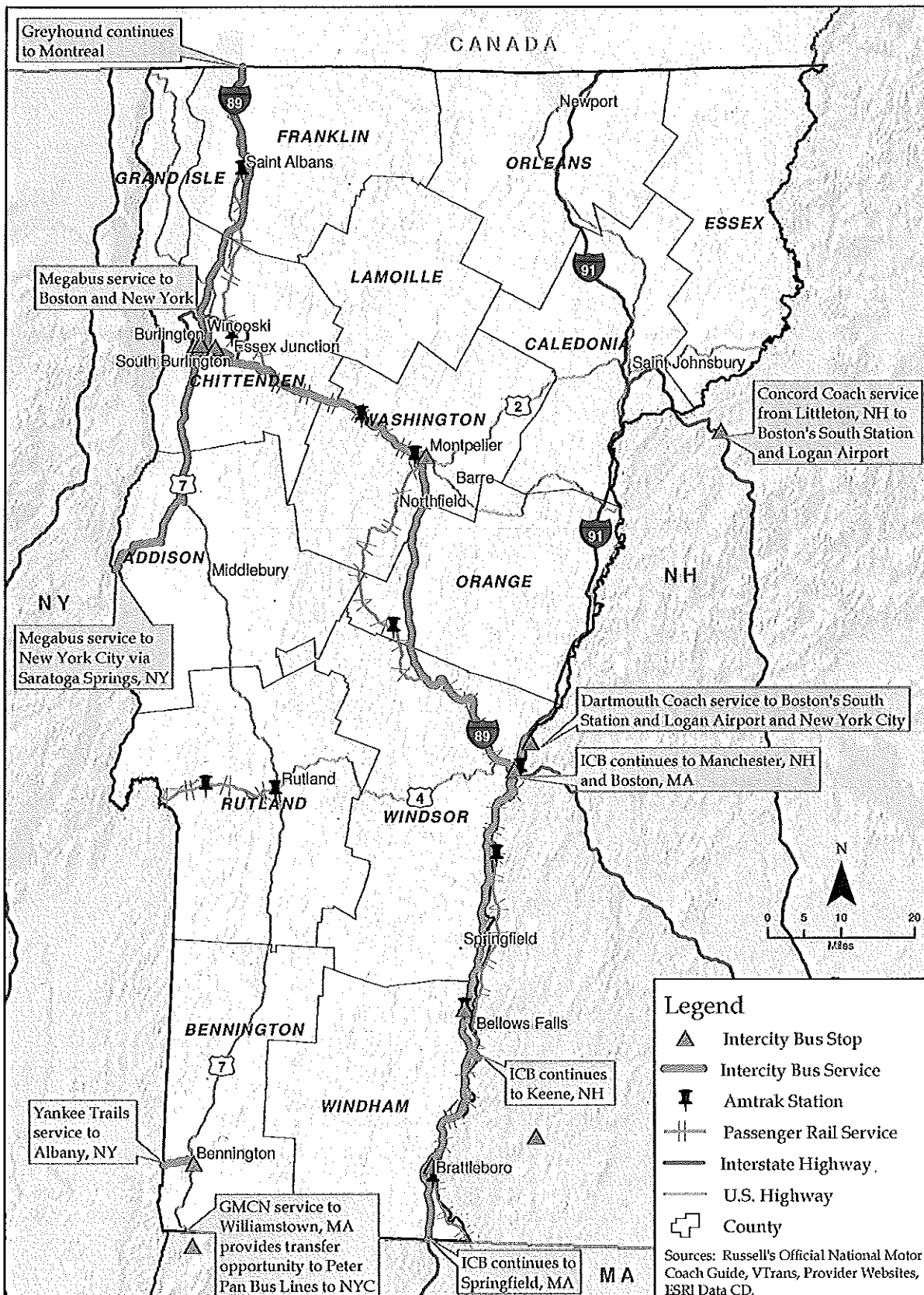


Figure 5-5: Potential New Regional Bus Routes in Vermont

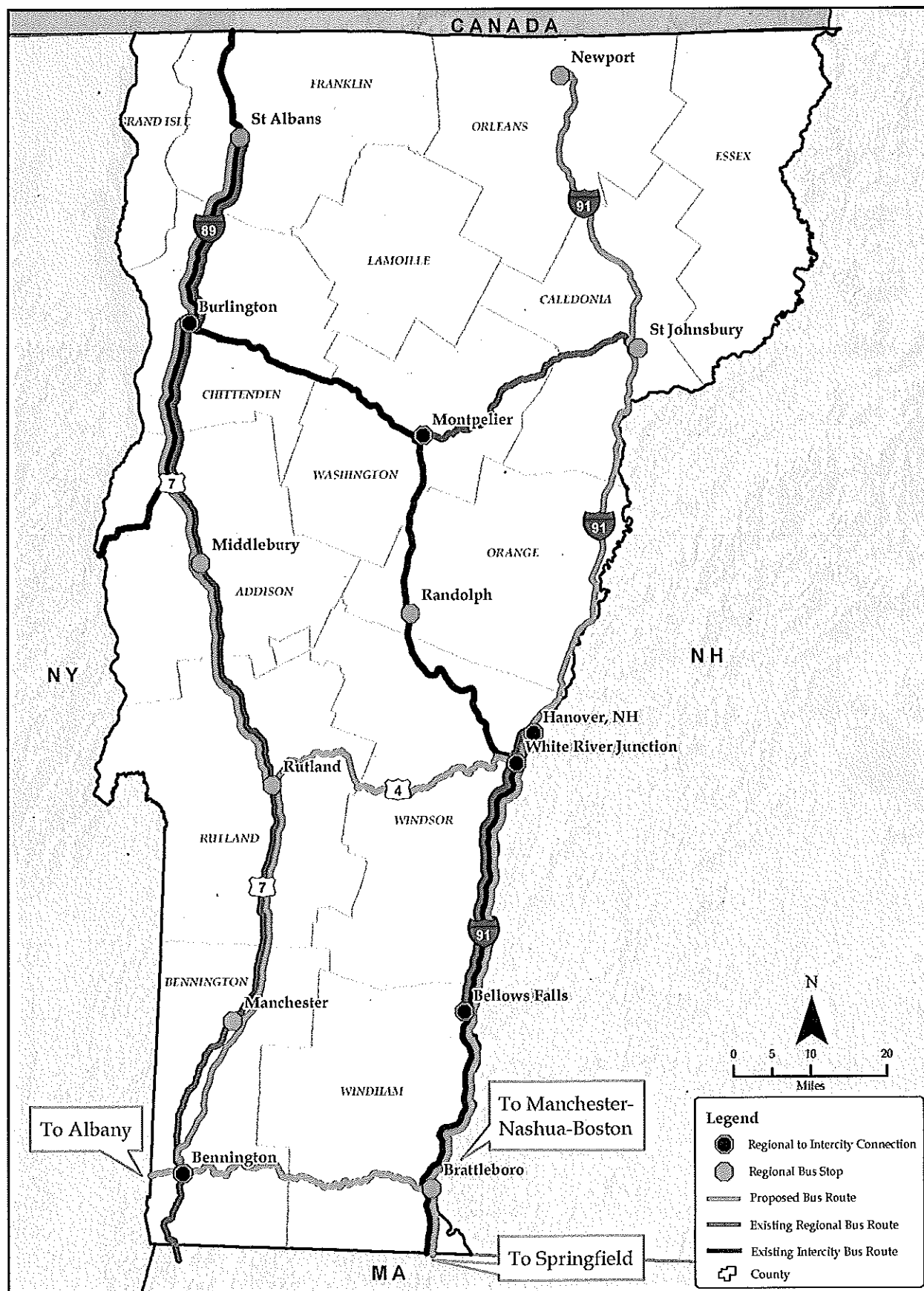
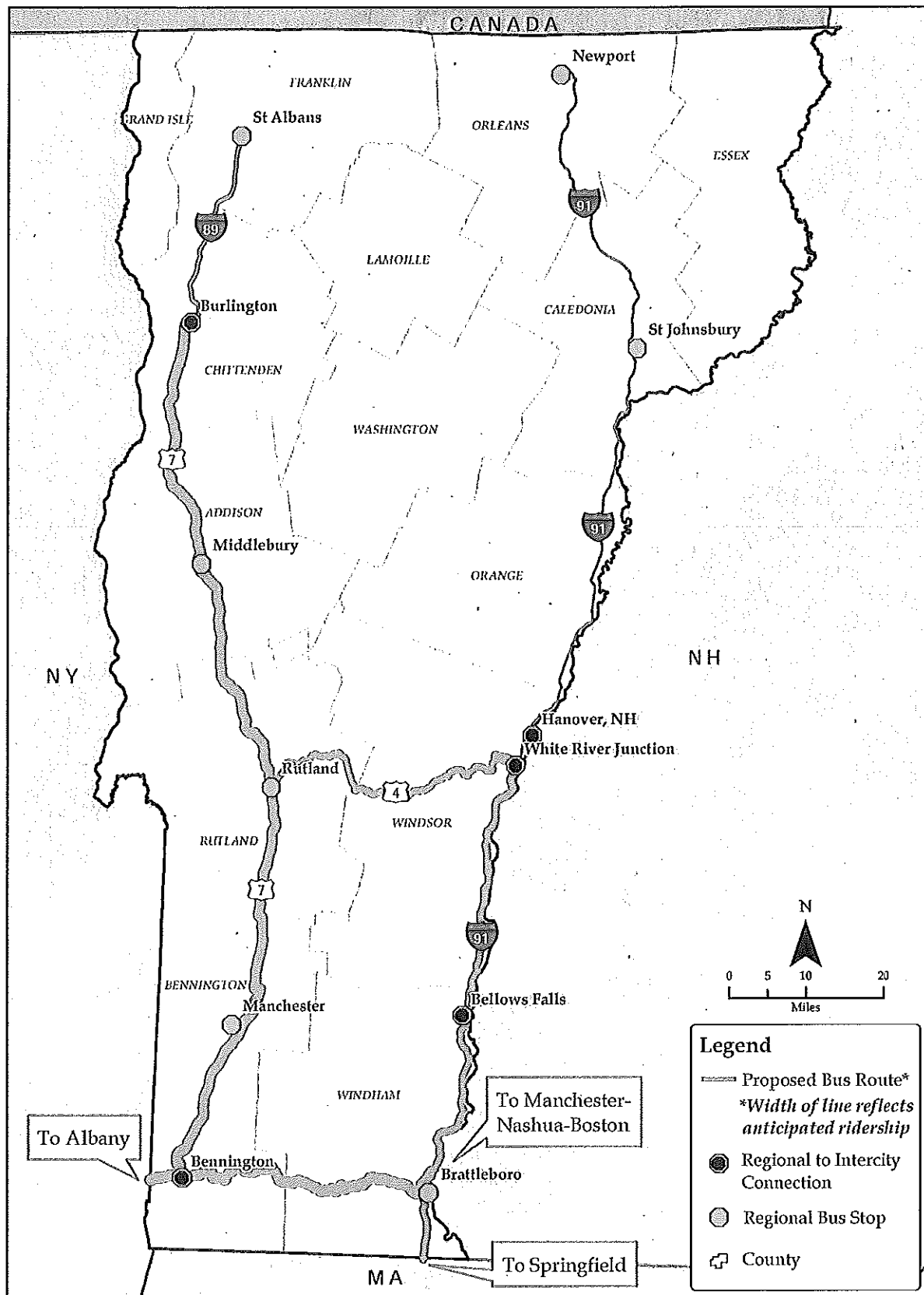


Figure 5-6: Relative Demand on Proposed Routes





Worksheet 6: Schedule for Proposed Service, DRAFT

Applicant Name: Premier Coach Inbound and Outbound from Burlington

Route Name: Rt. 7

**Burlington, VT to Albany, NY and
return OUTBOUND****Rutland to White River
Junction
OUTBOUND**

Scheduled Time

Milton, VT Park & Ride	7:10		
University of Vermont	7:40		
Burlington Airport	7:55		
Middlebury	8:55		
Brandon	9:20		
Rutland	9:45	Rutland	10:30
Rutland (after layover)	10:00	Mendon	10:40
Wallingford	10:15	Long Trail Lodge	10:48
Manchester	10:45	Killington	10:53
Bennington	11:25	Bridgewater	11:10
Albany Airport (Discharge Only)	12:30	Woodstock	11:18
Albany Bus Terminal	13:00	Quechee	11:30
	0:00	White River Junction	11:45
	0:00	Hanover Inn	11:55
		Dartmouth-Hitchcock Med Ctr.	12:05
		Dartmouth Coach - Lebanon, NH	12:15

INBOUND

Dartmouth Coach - Lebanon, NH	14:35
Dartmouth Hitchcock Med. Ctr.	14:45
Hanover Inn	14:55
White River Junction	15:05
Quechee	15:20
Woodstock	15:32
Bridgewater	15:40
Killington	15:57
Long Trail Lodge	16:02
Mendon	16:10
Rutland	16:20

INBOUND

Scheduled Time

Albany Bus Terminal	14:00
Albany Airport	14:30
Bennington	15:35
Manchester	16:15
Wallingford	16:45
Rutland	17:00
Rutland (after layover)	17:15
Brandon	17:40
Middlebury	18:05
Burlington Airport	19:05
University of VT (Drop Only)	19:20
Milton, VT Park and Ride	19:45



**SPRINGFIELD - WHITE RIVER JCT
TABLE 67**

Springfield - White River Junction Table 067				
Carrier	SCHEDULE NUMBER			2010
	2-1-14			NYD WRJ
	FREQUENCY			
GL	New York			5:30
	Springfield			9:20
	Springfield, MA	ET	LV	9:30
	Northampton, MA			9:55
	Greenfield, MA			10:25
	Brattleboro, VT			10:55
	Keene, NH			11:25
	Bellows Falls, VT			12:00
	White River Jct., VT		AR	12:40
	White River Jct., VT			13:10
	Montreal			16:35
	Boston			10:00
	White River Jct., VT			12:40
	Montreal			8:15
	White River Jct., VT			13:10
White River Junction - Springfield Table 67				
Carrier	SCHEDULE NUMBER			2033
	2-1-14			WRJ NYD
	FREQUENCY			
	White River Jct., VT			13:25
	Montreal			17:50
	White River Jct., VT			12:50
	Hanover			13:00
	Boston			10:15
	White River Jct., VT			12:55
	Montreal			8:15
	White River Jct., VT			13:10
	White River Jct., VT		LV	13:30
	Bellows Falls, VT		AR	14:10
	Bellows Falls, VT		LV	14:15
	Keene, NH			14:50
	Brattleboro, VT			15:20
	Brattleboro, VT			15:20
	Greenfield, MA			15:55
	Northampton, MA			16:25
GL	Springfield, MA	ET	AR	16:50
	Springfield, MA			17:45
	New York, NY			21:30